THE MAINE LAUNCHED.

A STIRRING SPECTACLE AT THE NAVY YARD.

THOUSANDS SEE THE GALLANT CRUISER GLIDE INTO THE WATER-FORMALLY CHRISTENED

BY MISS WILMERDING AND WEL-COMED BY TOOTING WHISTLES AND CHEERING VOICES.

Every detail laid down in the programme for the launching at the Navy Yard of the armored cruiser Maine, the largest war vessel ever put into the water by the United States, was carried out yesterday with a perfection of regularity that could not be surpassed. It showed that the systematic arrangements of those Navy officers in charge of the launching worked, as a whole, as if they had been a finished bit of machinery. nd the crowds that had assembled to witness the Maine glide into the water, an incident that has been heralded from the Atlantic to the Pacific, and from the lakes to the Gulf of Mexico, enjoyed a sight that must have made them more patriotic than they have felt in many years. The old shipbuilders present may have allowed their minds to wander o'er the various ships that were built of yore to plough the main and build up the commerce of the country, but here was a vessel of another form, built for war and yet for speed, a beautiful and gallant craft.

and tugs, not only waiting to see but to help the crowds give evidence of joy and blow about the new Navy with their shricking whisties that provoke more profanity than an elevated railroad guard who slams the car-gate against you as you are about to board an outgoing train. The monotony of a long wait was pleasantly relieved by Conterno's band, which had a well-selected programme of nine numbers.

But reward comes to him who patiently waits, and it seen followed Secretary Tracy's arrival. The head of Naval Constructor Mintonye appeared from the labyrinth of timbers along the bottom of the ship, and touching his cap he reported to Rear-Admiral Braine; "We are ready to launch the ship, sir!"

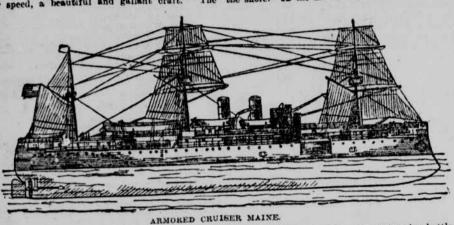
"The ship is ready to be launched. Mr. Secretary, "reported Rear-Admiral Braine to Secretary Tracy, who said: "Proceed with it!"

Then Admiral Braine, with a gesture of command Waved his hand.

And at the word Lond and sudden there was heard, The sound of hammers, blow on blow. Rnocking away the shores and spurs.

ALL IS READY. and tugs, not only waiting to see but to help the crowds give evidence of loy and blow about the

ALL IS READY. The forty battering rams were giving their final taps to the wedges underneath the bilge-ways to ease the ship's weight from the ground-ways, under the supervision of Constructor Mintonye and his able assistant, Constructor Woodward. Two minutes later, or at 12:25 o'clock, Constructor Mintonye reported "Ready," and Admiral Braine raised his hand as a signal to begin the last act to start the ship, and a cross-cut saw on each side of the ship's bows began to cut through the sole-piece which held the bilgeways fest to the shore. In the meanwhile Commodore Wilson



EARLY PREPARATIONS.

The groundways, or the toboggan slide over which the steel-armored vessel was to descend into the water, had received its last coat of grease early yesterday morning, soon after the sun began to show itself above the hoxzon, as if to say, "I have concluded to be good to you; to make this an eventful day for you and me." It was a perfeet day, and not only augured good luck, but put everybody in the best of humor. Chief Naval Constructor T. D. Wilson, the designer of the hull, and Naval Constructor W. L. Mintonye, who has been in charge of her construct at the yard, were on hand bright and early, and made a minute inspection of every part of the preparations for launching. Foreman Ira Lillie with a large force of men removed all of the shores and unneccessary blocking; Foreman James Brush and a force of men adjusted the lines for hauling out the bilgeways and packing when the vessel should strike the water; and at 10:30 o'clock Foreman Thomas Rourke received the order to "wedge up," and immediately forty heavy timbers, or battering rams, each handled by six men, were pounding away on the butt-ends of 750 great wooden wedges. While all this was going on Admiral Gherardi's flagship, Philadelphia, Admiral Walker's flagship Chicago, the Vermont, the Yantic, the Boston, the Yorktown, the Dolphin, and the Despatch had been decorated with bunting overhead and below, and from bow to stern; and and taken positions where they stood for two and three hours until the launch should take place. The officers of the yard and on the ships put on their full-dress uniforms, chapeau, overcoat and ail, to extend the necessary courtesies to visitors, to show them what gallant and handsome fellows they are, and officially to receive the guests from Washington.

THE WASHINGTON PARTY.

At 10:30 o'clock the Despatch arrived from Jersey City with the Washington party, and they were met at the wharf by Rear-Admiral D. L. Braine and his staff. The first to step ashore was Assistant Secretary of War Grant, to be followed by Major-General John M. Schofield. Conterno's Naval Band of sixty pieces played "Hail to the Chief," and the battery on Cob Dock fired fifteen guns, the regulation salute for a major-general. There were also in the party Assistant Secretary of the Navy J. R. Soley, and his private secretary, L. P. Smith; Mr. Stubbs, H. W. Raymond, Secretary Tracy's private secretary : Rear-Admirals James E. Jouett and Pierce Crosby; Paymaster General Edwin Stewart; Captains R. L. Phythian, F. V. McNair, and Henry L. Howison; Commanders A. S. Barker, W. Bainbridge Hoff, and Colby M. Chester; Lieutenantanders Washburn, Maynard, E. D. F. Heald and S. M. Ackley; Lieutenants T. B. M. Mason, V. L. Cottman, E. K. Moore, John F. Meigs, A. B. Wyckoff, Albert Mertz, A. E. Culver, E. B. Barry, S. C. Lemly, F. L. Denny, C. O. Allibone, L. C. Logan and T. S. Rodgers; Medical Director W. K. Van Reypen, Chief Engineer Montgomery Fletcher, Naval Constructor John F. Hanscom, Assistant Naval Constructors Bowles and Baxter, Second Controller Gilkerson, Deputy Fourth Auditor Whitaker, Mr. and Mrs. J. R. Wood, Miss Stoughton, Mrs. Foster, Mr. Furguson, Mr. Bancroft, grandson of George Bancroft, the oldest ex-Secretary of the Navy living: Dr. and Mrs. Loring, C. Richardson, Miss Blaine, Mrs. Schroeder, the Rev. J. S. Aspinwall, United States Marshal

Loring, C. Richardson, Miss Blaine, Mrs. Schroeder, the Rev. J. S. Aspinwall, United States Marshal Ramsdell, W. H. Reed, and the following foreign navai attaches: Le Commandant Lottin, Senor Don Atwell, Captain Don M. del Carre, of the Argentine Republic: Schor R. Rivas, of Spaia; Baron S. Von Sternberg, of Germany, and Lieutenant Nokamura, of Japan.

A reception was given to the guests at Rear-Admiral Braine's office in the Lyceum, and then they were escorted to the launching platform built around the bows of the Maine. Secretary Tracy had sent word that he would arrive at the Navy Yard at noon, sharp, but his carriage was ten minutes late, and as he and Miss Wilmerding got out they were received by a marine guard under command of Captain E. P. Meeker and the officers of the Yard. Admiral Braine took charge of Secretary Tracy, and Mrss Alice Tracy Wilmerding, upon whom the honor of christening the new vessel was conferred, was escofted by Chief Constructor Wilson to the raised platform. Miss Wilmerding's costume was conspicuous because of its quiet modesty. Her dress was of white silk, over which she wore a black half-coat, and on her head she wore a broad-brim black hat. The applause that broke forth as Secretary Tracy appeared on the platform was general and full of meaning, and almost the first one to greet him was ex-Secretary W. C. Whitney, whom General Tracy clung to and marched to the christening platform to assist in the honors. The applause broke out anew when they were recognized together, and as they turned to respond to the compliment a photographer pronounced snap judgment upon them. The photographer also caught Miss Wilmerding in a graceful pose.

By this time the eight stands for guests were not only packed and jammed with talented men and beautiful women, but the deck of every ship was crowded with visitors, while the sailors clambered into the tops and, in the rigging and the derricks and poles and frames about the Yard were utilized by workmen and visitors as vantage places, and every foot o

eld admirals and officers of lesser rank, retired years ago because of having reached the statutory age, had seen many warships launched, some of which had attained fame and a few now extant, but here was one of another kind.

Will she ever make a figure? Will she achieve distinction?

But the ordinary civilians, the laymen, and laywomen too, looked upon the noble and unfinished craft, and had this thought paramount: She is to protect the country, and will protect every part of it, too.

EARLY PREPARATIONS

And see! She stirs! she sterns to feel the starts—she moves—she seems to feel The thrill of life along her kee!. And, spurning with her foot the ground, with one exuiting, loyous bound, she leaps into the occan's arms.

With one exulting, joyous bonnd, she leaps into the ocean's arms.

As she moved, the white hand of Miss Wilmerding raised the golden-wired and ribbon-bedecked bottle, and broke it over the nose, or ram, of the ship and said: "I christen thee, the Maine." It was the first vessel which the ram of the Maine had come in contact with, and the effect was complete annihilation for the bottle. The ribbons and gold-wire were gathered up by the young women, and were borne to their homes as mementors. Miss Wilmerding kept the piece of silk which surrounded the bottle, upon which was in oil, a picture of the Maine and a storm petrel. It is the sailor who appreciates this bird, for he believes that the petrel is the harbinger of good luck and is diminutive for St. Peter, who walked upon the water, and that it was so named on account of its skimming over the surface of the waves with no apparent movement of the wings. It will follow in the wake of a vessel for days during a storm, apparently without food or rest, and without flapping its wings.

HOW SHE WENT INTO THE WATER.

HOW SHE WENT INTO THE WATER.

The new armored cruiser glided along the ways without a quiver, and she slipped from the cradle at 12:44 o'clock into the element that will here after be her abiding-place, whether it be to protect American interests and shipping in foreign waters and lands, or to defend the flag which so proudly waved from her stern after she left the

land.

The Maine was also welcomed with a salute of twenty-one guns from the battery on Cob Dock, and by the time the echo of the last gun had died away the new vessel was moored at the dock at away the new vessel was moored at the dock at Main-st. There was not the least hitch in the launching of this great vessel: she went into the water as gracefully as a duck, and she sat on an absolutely and perfectly even keel. Her draught of water afloat was seven feet forward and only seven feet and three inches aft. At this depth she displaces only about 1,700 tons as against 6,648 tons that she will displace when finished.

AN AMERICAN VESSEL. The vessel is wholly American. Her hull was designed by Commodore Wilson, who has by his distinguished ability displayed as a naval architect, and the thorough and business-like methods which he has adopted in the Bureau of Construction, made himself an invaluable officer of the Government and a faithful adviser to the Secretary of the Navy; the engines were designed by tary of the Navy; the engines were designed by Commodore G. W. Melville, of the Bureau of Engineering; and the guns and equipment are to be furnished by the bureaus which they represent. She was authorized by Congress on August 3, 1886; her plans were approved November 1, 1887; bids for materials were opened June 4, 1888, and contracts were given eleven days afterward, all of which materials are to be of American production; her first frame was bent September 10, 1888; the first keel plate was laid October 11, 1888; the first rivet was driven on November 2, 1888; the first frame was raised December 5, 1888, and she was launched on November 18, 1890.

After the launch Rear-Admiral Braine gave a After the launch Rear-Admiral Braine gave a funcheon to the Washington party, and to many well-known New-York and Brooklyn people. Mrs. Braine was an admirable hostess and was assisted by Mrs. L. F. Braine and Miss Braine. Lieutenants J. D. J. Kelly, Lieutenants Richmond, Bitler, Bristol and Rose, Chief Engineer Jefferson Brown, Paymaster Carr and Surgeon Beyer entertained a large number of guests on the Yantic, and refreshments were served to guests on the Chicago, Boston and other vessels.

ments were served to guests on the Chicago, Boston and other vessels.

Among the many on the launching platform besides the others previously mentioned were Governor Morgan G. Bulkeley, Mayor H. J. Grant, Mayor A. C. Chapin, Medical Director George Peok, Chief Engineer George W. Stevens and wife and daughters: Chief Engineer J. H. Chasmar, wife and daughter: Alfred A. Cowles, Majot-General O. O. Howard and staff, Congressman W. C. Wallace, Commodore George Dewey, N. H. Farquhar and W. M. Folger, Judge-Advorate-General Remey, Nathariel McKay and wife, Commis i ner Shields, Marshai Jacobus, the Rev. T. DeWitt Talmage, Chauncey M. Depew, General H. C. King, J. S. T. Stranahan, Postmaster E. J. Collins, Passed Assistant Engiueer A. V. Fraser, Clarence Braine, General H. W. Slocum, Cantain Henry Erben and wife, Mr. and Mrs. Aaron Vanderbilt, G. W. Quintard, N. F. Palmer, Lieutenant-Commander A. B. H. Lillie and Medical Directors Charles Martin, A. L. Gihon and E. S. Bogert.

FOR A FAST TORPEDO CRUISER. Washington, Nov. 18.—The Navy Department is considering the advisability of adding to the list of small, swift vessels for chasing work. Elds are to be opened in February for a 750-ton torpedo cruiser. Great difficulty has been met with in the preparation of plans for this craft, nearly all of the available space being taken up with machinery. The idea has been conceived of duplicating the vessel on a larger scale, and preliminary calculations are now being made as to the chance of obtaining a speed of twenty-six knots out of a cruiser of 1,200 tons' displacement. must have at least 8.000 horse-power, and will probably cost upward of three quarters of a million; but it is estimated that she will be a more serviceable vessel and better adapted to the purposes of her design than the smaller craft. She will be armed, if constructed, with

TRINIDAD'S KING OF COAL.

The citizens of Tginidad, Colo., have hit upon a novel exhibit of their greatest industry for the Colorado Mineral Palace. It consists of a statue of a king made of coal, seated on a pedestal of coke, elegantly finished in coal and seated on a pedestal of coke, elegantly finished in coal and gitt, fourteen feet in height. It is a marvellous conception and introduces every resource of southern Colorado—all located in and about Trinidad. The principal displays made in the pedestal are coal, coke, fron, silica, Trinidad cement, copper, building atone, sliver, gold, and other preclous minerals. The exhibit is in the hands of an artist who is a veritable genius. "King Coal" will alone be worth a trip to see. At night the statue will be located and the exhibit is the coal will be located and the exhibit of the statue will be located. The harbor, too, in the neighborhood of the Navy Yard was full of steam craft. There was the Revenue cutter Grant, the Revenue tug used by the Custom House officers to board incoming vessels from foreign shores, and other steamboats

one or two of the heavier rapid-fire guns, destined to destroy the usefulness of the small, unprotected torpeto boats of the Cushing class. The 750-ton vessel will be an ancomfortable one, there being almost no accommodations for her officers and crew beyond the bare necessities, and the added tonnage will afferd plenty of room in the projected ship, which will be somewhat larger than the Petral. It is probable that the Department will include this vessel in the coming budget of estimates for new ships.

BUILDING UP THE NAVY. WHAT THE NEWLY CONSTRUCTED VESSELS ARE

CAPABLE OF DOING. Washington, Nov. 18 .- Chief Constructor Wilson has submitted his annual report to the Secretary of the Navy. He says that the plans and specifications for a twenty-two-knot torpedo cruiser are being prepared. and with the letting of the contract for this vessel and a first-class torpedo-boat the Bureau will have finished all the work authorized by recent legislation, so far as the designing is concerned. He expresses gratification at the rapidity and quality of the work on the armored cruiser Maine and says that there will be no question s to her completion within the limit of cost. much as the torpedo-boat Intrepid, now at New-York is much dilapidated and unworthy of repair, it is recommended that she be sold. The report says that with the gradual appearance of the new steel Navy has come the rapid retirement of the wooden neet When the Chicago Boston, Atlanta and Lolphin were begun the serviceable wooden steam vessels numbered thirty-seven; now there are eleven new steel vessels and one first-class torpedo-boat in commission, and only eighteen wooden vessels. In about seven years the wooden feet will have practically disappeared, or have been utilized as receiving and training vessels As the repairs to the Nipsic, the surviving vessel of the Samoan fleet, would cost \$23,945, doubt is expressed as to the expediency of repairing her. The Despatch, formerly used as the President's yacht, has only one year's lease of life unless extensively re paired. The following vessels, having been surveyed and the cost of repairs ascertained to be in excess of the 20 per cent limit, are recommended to be sold: Brooklyn. Saugus, Speedwell, Rescue, Ossipee, Juniata and Quinnebaug.

The new vessels are described in the report in the minutest detail. The harbor defence or Ammen ram of 2,050 tons is to be heavily armored and fitted with a powerful removable steel ram-head, but is to be without armament. Much space is devoted to a de-scription of the three great coast-line battle-ships designed with a view of meeting in battle vessels carrying the heaviest guns and armor. The armament of these vessels will consist of four 13-inch 35-calibre breech-loading rifles, eight 8-inch breech-loading rifles, four 6-inch breech-loading rifles, twenty 6-pound rapid fire guns, six 1-pounder rapid-fire guns, two Gatling and six torpedo tubes or guns. All modern appliances for offensive and defensive purposes are carried, and the coal capacity is sufficient to carry the vessel 16,000 miles at ten knots an hour.

Of cruiser No. 12 (the three-crew cruiser) Constructor Wilson says: "In cruiser No. 12 the United States will possess a vessel having a sustained sea speed of twenty-one knots. We have here a vessel which can overhaul and sink any merchant vessel now afload In appearance the vessel resembles closely an ordinary merchantman. Its function is to destroy

an ordinary merchantman. Its function is to destroy the commerce of an enemy; therefore her general appearance is such as to enable her to get within range before her character is discovered. As a whole this vessel will represent the latest idea of a powerful, economical protected commerce destroyer.

"The Eureau with great satisfaction presents this review of what has been done and is doing in the building up of a navy suited to the needs of the United States. The requirements have been as severe as those of any nation in the world, and the fact that in most cases such requirements have been exceeded, and in all cases realized, shows that class per class our vessels are second to none."

THE BALTIMORE AT LISBON.

MER OFFICERS RECEIVED BY THE KING WHO GOES IN STATE ABOARD THE FRENCHMAN.

Lisbon, Oct. 30.-King Carlos II visited the French ruiser Tage vesterday afternoon, and as is usual in such cases, the affair was attended with much ceremony. The Royal barge, a handsomely decorated hoat of twenty-four oars, was towed by a large ing, and was accompanied by two French torpedo launches, each towing two ship's boats, all with full crews and officers. As the barge left the landing the yards of all the men-of-war in the harbor were manned by bluejackets, the ships were dressed with flags, and each fired a salute of twenty-one guns. In passing the Portuguese men-of-war, of which there six here, the King was cheered. As he passed the Baltimore the marine guard, drawn up on the poop, saluted, and the crew manned the rail, there being no yards to man. On arriving at the Tage he was cheered by her crew. The same ceremony was gonthrough with as his Majesty returned to the saore.

The Tage is a new cruiser of 7,045 tons and a speed of 19 knots per hour. She is a beautiful vessel and officers who have visited her found her splendidly equipped and organized. There is also a Dutch frigate the Koningen Emma der Nederlanden, at anchor here. But so many men-of-war of all nations touch at Lisbon in the course of a year that one ship more or less attracts little attention. Those most interested are usually the national representatives, tho ship chandlers and the "Count."

Lisbon offers few attractions to strangers. There s nothing of interest in the city, and the suburb of Cintra is the only place worthy of note in the vicinity.

Yesterday Captain Schley and the officers of the Baltimore were received by King Carlos. He inquired about the ship, and expressed his desire to visit her. The King has since named Saturday, November 1, for his visit. The ceremony of vesterday will, of course, be repeated.

The Baltimore made the run from Copenhagen to Lisbon in five days. During the first part of the irip, while steaming through the North Sea, which was very rough, she ran at the rate of about fifteen was very rough, she ran at the rate of about fifteen knots an hour, and this speed was maintained for eighty hours. By this time the English Channel had been passed, and it was decided to reduce the boiler power to two boilers, with which a speed of about tweive knots per hour was made for the remainder of the passage. On leaving Copenhagen all the main boilers, four in number, were in use with natural draught, and no attempt was made to force the fires. The machiner's is in perfect condition, and at any time the ship can repeat the performance of her trial trip.

THEY MAY BUILD THEIR ROAD NOW.

A YEAR AGO, HOWEVER, THE ALDERMEN WOULD NOT HEAR OF SUCH A THING-JEROME-

The Board of Aldermen yesterday granted the petition of the New-York City Suburban Surface Rail-road Company, favorably reported by the Committee on Railroads, for the consent of the Board to construct the projected railway in the upper part of the city. The route, which begins at One-hundred-and-fiftyfourth-st and Eighth-ave., and ends at Fordham Landing Road and Jerome ave., has already been given at length in The Tribune. A similar project, undertaken by the Jerome Avenue Railway Company a year ago was vetoed by Mayor Grant on the ground that

rict and would be ruined by such a railroad. The vote granting the franchise stood 23 to 2. The corporators named are William B. Whitney, J. Romaine Brown, Frank Yoran, Henry Campbell, Moses Mahrback, James H. Suillvan, William Chapman, John Whalen, Thomas E. Cummings, Richard A. Cunning ham and D. Lowber Smith. The control in both schemes is practically the same.

Jerome-ave, was the only driving road in the dis-

Mr. Dinkel, of the Xth District, a member of the Committee on Railroads, who signed the favorable report, created some surprise by asking to be allowed to withdraw his approval of the petition and by moving to recommit the report. His purpose, he said, was to have the word "wholly" inserted, so as to make a sentence in the report read that the proposed road does not wholly destroy the driving part of Jerome ave." President Arnold overruled the motion.

"When I signed that paper," Mr. Dinkel shouled, "it was with the distinct understanding that I could "if was with the distinct understanding that I could amend it in open session. There are other parts that are susceptible of amendment. This report recites that the directors are men of high character. Why, I know two of them to be soomiderly and men of no character whatever." Mr. Dinkel's declarations, however, were

thout avail.

It was asserted when Mayor Grant vetoed the come ave, franchise last year that, in addition to the n of Jerome ave., he was moved to that action by a fact that the scheme was controlled by Cou-grand triends. This charge was denied by the Mayor and triends.

TEACHERS TO WORK FOR THE PAIR. A large meeting of the teachers of the Sincteenth Ward was held in the hall of the Normal College yesterday afternoon to arrange for the coming fair of the Teachers' Mutual Protective Association, to be held in the Lenox Lyccum from De-

Finest Trains Ever Built

The finest trains ever constructed are in daily service between New-York, Philadelphia and Baltimore and Washington, via Jersey Central, Reading, and B. & O. the cars are vestibuled, heated by steam and lighted by Asl, and each car is provided with a smoking compartment, a convenience that will be appreciated by lovers of the weed.

Station foot of Liberty-st.

ember 10 to December 20. More than 350 teacher were present at the meeting. Addresses were made by A. B. De Freece, Jacob Poyle and Superintendent Jasper. Mr. Jasper said that the fair promised to be one of the best and most interesting ones ever held in this city. Much, he said, was expected from the Nineteenth Ward. The teachers resolved to do their utmost to make the fair a success.

THE CASE OF THE WOMAN LACHAT.

TO A SUIT.

Louise Lachat to sign a paper releasing Mrs. A. E.

Eateman from liability for damages for false imprison-

charging that she had stolen diamonds worth \$12,

000. The jewels were afterward found, and the

woman was released. Hannibal Cutugno, an official in

terpreter of the Court of General Sessions, says

that he went into the detectives' private room to in-

terpret what Mr. Titus had to say to the woman

who speaks only French. She was not allowed to

have the paper read to her, he says, and only knew

was sure she was too much excited to know what

Detective Titus could not be seen last evening, but

one of his superiors said that he was sure that the

detective would not have persuaded the woman to

sign a paper the contents of which had not

been told her. To judge from latest indications, it

would seem that the public have not yet heard the last of this case. It is now extremely probable that

Mr. and Mrs. Bateman will become defendants in

the lawyer who has taken up the case on behalf of

the woman Lachat, believing her to have been un-

"At present I know nothing of the case beyond

There is the story that she was taken to the

what has already been published in the newspapers,

but on the bare facts it seems to me that the woman

has good grounds for an action for malicious prosecu

MORAL TRAINING IN THE SCHOOLS.

ADDRESSES BEFORE THE CONFERENCE BY WILL-

IAM ALLEN BUTLER, THE REV. DR.

WYLIE AND OTHERS.

The conference of the Protestant denominations of

At the morning session, the Rev. Dr. David G.

the State of New-York upon the question of moral

instruction in the public schools was continued yester-

Wylle read a paper upon "Instruction and Religious

Exercises in the Public Schools of this State." He was

followed by William Allen Butler, who discussed the

relations between the constitution and law and the

teaching of religion in the schools. Mr. Butler said

in the course of his remarks that if the question

should come before the courts, the ultimate decision

would be in favor of the use of the Bible in the

schools, and of the inculcation of the morals which

it teaches. Custom which was largely the source of law

and the interpreter of its intent, made the Christian

religion a part of the orderly conduct of affairs

in the administration of the government. The lega-

status of the public schools in this State included the existence and controlling power of the Christian religion, not as a doctrine, but as a fact.

Mr. Butler was followed by the Rev. Messrs.

Lewis Francis and B. B. Tyler, who discsused the ex-

pediency of religious instruction in the public schools.

At the afternoon session, a number of clergymen

religion, as such, should be taught in the public

Before adjournment, the conference appointed :

committee of ministers on moral instruction in the public schools. It is to be their duty to promulgate

MR. EINSTEIN'S VINDICATION.

THE JOCKEY ALONE WAS RESPONSIBLE FOR

RHODANTE'S RUNNING.

It was some time ago announced that Mr. Charles Einstein had been ruled off the French turf because

standing on the turf. The lockey's confession is as

JOSEPH BARKER.
Sworn at the British Consulate, Paris, in the French
Republic, this sixth day of September, 1-30, before me, G. AUSTIN TAYLOR, British Pro Consul.

OFFICERS OF THE COPYRIGHT LEAGUE.

League, which took place at the rooms of "The Century

Magazine " yesterday afternoon, resulted as follows: President, James Russell Lowell; vice-presidents, Ed-

mund Clarence Stedman, General Lew Wallace and

Edward Eggleston; secretary, Robert Underwood

Johnson: treasurer, Thomas W. Knox. Messrs Eggleston, Johnson and Knox were also elected members of the executive committee of five

he other members being R. R. Bowker and George

valton Green. According to the constitution of th

league, these members of which were chosen at The annual meeting of the league on November 11. The new council is composed of the council of last year, with the addition of Andrew Carnegie, Theodore Roosevelt, and George Parsons Lathrop.

FROM THE WRECK OF THE VIZCAYA.

The wrecking tug Rescue and schooner Rapidar

ame to this city late on Monday night from the wrech

of the Vizcaya and brought a portion of the steamer's

after a stormy voyage from Norway, reported having

passed a floating body in the vicinity of the wreck of

the Vizcaya. The body was well dressed and it is thought to have been that of the Cuban millionaire, Juan Pedro, who was lost in the Vizcaya.

ARY and Throat trouble Indorsed by all physicians throughout the civilized world

There is nothing "just as good" when you can obtain the Gousse article, which has the rignature of "JOHANN

Eisner & Mendelson Co., Sole Agenta

6 Barcly B Street, New-York

THE Genuine

Johann Hoff's

Malt Extract.

The Best Nutritive Tonte

in all cases of DYSPEPSIA, MALNUTRITION in CON-VALESCENCE, PULMON-

argo. The Norwegian bark Sigrid which arrived

League, these members were elected by the council

The election of officers of the American Copyright

His opinion was opposed by the Rev. S. L.

read papers upon similar subjects. The Rev.

of proper teachers.

suit for malicious prosecution.

justly accused, said yesterday:

that if she signed it she would be set at liberty.

she was signing.

Mrs. Bateman had the woman arrested

He

METHODIST MISSIONS.

WORK AMONG FOREIGNERS IN AMERICA.

APPROPRIATIONS FOR WELSH, SCANDINAVIANS, GERMANS, FRENCH, SPANISH AND

BOHEMIANS. BY TELEGRAPH TO THE TRIBUNE. Boston, Nov. 18.-The General Missionary Comm was uneasy this morning. The banquet last night in Music Hall appeared to have told on the nerves of the MR. AND MRS. BATEMAN MAY BE MADE PARTIES nembers. They wished to do business rapidly, but Detective Titus, of Inspector Eyrnes's staff, is being unfavorably criticised for his action in inducing

spent an hour and a half in unavailing attempts to adopt rules which would enable them to do so. A resolution was passed requesting the secretaries of the Missionary Society to arrange for a series of missionary meetings to be held in leading cities of the country, and pledging the members of the General Committee to assist such meetings. The question of distributing among the different churches the amounts to be raised for missionary purposes was brought up. Hitherto this apportionment has been made by the General Committee. A resolution was passed to-day committing the work to the Board of Managers of the society. A resolution was passed fixing the relation heween delegates and alternates. An alternate who has been seated in the absence of a delegate shall yield his seat whenever the delegate shall be in at tendance upon the General Committee. By resolution Bishop Andrews and Secretaries Peck

and Leonard were appointed a committee to amend the order of business so that appropriations to home missions shall hereafter be made first. Home missions were then taken up. The society is carrying on ission work in ten foreign languages in the States. Work among the Welsh people in different parts of the country was reported on and \$2,100 was appropriated, to be distributed as follows: Northern New-York Conference, \$400; Rock River, \$600; Wyoming, \$300; Wisconsin, \$200; Philadel phia, \$600; total increase for Welsh work-\$500. For Scandinavian work, this was appropriated: Northwest, Norwegian and Danish, \$5,332; Utah, Scandinavian, \$5,390; for schools, \$1,400; Austin, Swedish, tion. There is the story that she was taken to the detectives' office after the Grand Jury had discharged her, and invelgled into signing a paper which she did not understand, on the representation that it was necessary to secure a release—which had already been granted by the Grand Jury. Then there is the alleged attempt of Mrs. Bateman to force a dollar on her for the purpose of securing a release from the consequences of an action at law. Last, it is said, a determined effort is made to frighten her into leaving the country. Madame Lachat's friends are determined to ight the case to the end. I have not yet seen my client, but we shall have a consultation tomorrow, and when I am in possession of her statement I shall decide on the proper course to pursue." \$2,700; California, Norwegian, \$1,170; California, Swedish, \$1,750; Colorado, Swedish, \$500; Louisiane Swedish, \$750; Minnesota, Finnish, \$500; Columbia River, Swedish, \$1,800; New-York, Swedish, \$1,000; New-York East, Swedish, \$2,400; New-York East, Norwegian, \$1,700; New-England, Swedish, \$3,400; New-England Southern, Swedish, \$1,800; Norwegian and Swedish Conference, \$8,850; Northwest, \$8.850; Northwest Swedish Conference, \$9,500; Southern California, Swedish, \$1,200; total for Scandinavian work, \$51,142; increase, \$1,800.

At this point it was announced that the Rev. Alfred Gould, of the New-England Conference, who conducted the exercises at the opening of Friday's session of the committee, had died suddenly this morning in the railway station at Swampscott. The business of the committee was suspended and the members united in singing "Rock of Ages" and Dr. Upham, of Drew eminary at Madison, New-Jersey, led in prayer.

At the afternoon session Cleveland was selected as the

place for the next meeting of the committee. Appropriations were made to the following German conferences : California, \$5,000; North Pacific, \$4,500; Central, \$4,500; Chicago, \$3,500; East German \$5,000; Northern, \$3,675; Northwest, \$3,500; South ern, \$5,500; St. Louis, \$3,850; West German, \$6,950 total, 847,675 for work among the Germans.

There was appropriated for work among the French in the following conferences: Rock River, \$700; In the following conferences: Rock River, \$700; Louisiana, \$1,350; New-Hampshire, \$1,200; New-Bingland, \$1,200; Troy, \$600; New-England Southern, \$800; New-York, \$1,200; Northwest indiana, \$400; total for French work, \$7,450; decrease, \$100. For Spanish work in New-Mexico, \$12,000; for schools, \$1,700; total for Spanish work, \$13,700. For Bohemian work, in East Onlo Conference, \$2,000; Pittsburg, \$1,250; Rock River, \$2,000; total for Bohemian work, \$5,850; increase, \$1,380.

SUNDAY OBSERVANCE CONVENTION. Binghamton, N. Y., Nov. 18 .- The delegates to the State Sunday Observance Convention assembled in the First Baptist Church in this city to-day at 11 o'clock. The convention was called to order by the Rev. J. H. Knowles, of New-York. A. A. Robbins, of Brooklyn, W. H. Ward, of New-York, did not believe that was chosen temporary chairman. The following officers of the convention were then elected: President, the Rev. S. Dunham; vice-president, the Rev. G. M. Beiler, of Brooklyn. The Rev. Dr. R. F. Randolph Colville, both of this city; secretary, S. S. White, of thought the necessity of the hour was the selection Ellenville; assistant secretary, F. G. Bannister. The address of welcome was made by Dr. J. M. Farrington, of this city, and the response by the Rev. J. H. Knowles. The Rev. W. J. R. Taylor, of New-York, in an address said that the forces assailing the Sabbata were so bold and determined that they might be dethat instruction and to study the best ways for its promulgation. A resolution was passed, expressing it as the sense of the conference that practical morals should be taught in the schools; That the appointment of teachers should be made without reference to politics, and that moral text books should be prepared for use in the schools. scribed as an organization. Chief among these forces he placed saloons, whose wealth made them a most threatening agency.

This evening addresses were delivered by Dr. Atter-bury, of New-York, and others.

AN EPWORTH LEAGUE CONVENTION. Amsterdam, Nov. 18 (Special) .- The se convention of the Albany district of the Epworth League was held to-day in the Methodist Church in this city. There were nearly 200 delegates in attendance, in cluding a number of prominent clergymen. The convention was called to order at 10 o'clock by the Rev. Einstein had been ruled off the French three datases of the dishonest management of his mare Rhodante in the Spa races. Later disclosures show that Mr. Einstein was entirely innocent, and that the jockey alone was responsible for the "pulling"; so that Mr. Einstein has been honestly restored to his former B. F. Livingston, of Bath. The Rev. Dr. Hughes, presiding elder of the Troy district of the Methodist Conference, delivered an able address in which he said that most important parts of the Church are the Young People's Missionary and the Christian Endeavor So cieties. The Rev. P. L. Dow, of Grace Church, Albany, addressed the convention on "How to Organize at Epworth League." According to the report of the corresponding secretary, the Rev. E. H. Brown, of Greensh, the total membership of the League in this di trict is nearly 2,000. Several of the leagues have a membership of over 100. The convention was presided over by the Rey, Joel W. Eaton, presiding elder of the Albany district of the Methodist Conference. The Rev. Albany district of the Methodist Conference. The Rev. H. C. Farrar, of Albany, made an eloquent address this evening. The officers elected for the ensuing year are these: President, the Rev. Dr. J. W. Eaton, of Albany; corresponding secretary, the Rev. E. H. Brown, of Greenbush; recording secretary, the Rev. C. V. Grisman. Slingerlands; treasurer, J. W. Kimball, Amsterdam.

INSTRUCTIONS TO COLLECTORS.

standing on the turi. The lockey's contession of follows:

I. Joseph Barker, of Avenue Lafontaine, Maisons Lahitte, France, lockey, do solemnly swear:

1—That I did, on the 16th July, 1600, sell to Charles Einstein, esq., of Paris, the mare named Rhodante for the sum of six thousand francs. The said mare had been purchased from Mr. Theurillat of Paris the same day for five thousand francs by me.

2—On the 27th July, 1890, at Spa I rode Rhodante, the property of the said Charles Einstein, esq., who was not present; he, however, sent a commission of 55 louis for his mare. I had myself 50 louis on with a bookmaker named J. Dumlen, of Parls, and my clerk W. Hicks put me 27 1-2 louis on also (cash bets). I had the race in hand, and although shown the course in the morning, I made a mistake, and consequently lost the race on this occasion. Fo prove I backed my mount I had to borrow 10 louis of a friend at the end of the day.

3—On the second occasion, July 29, 1890, I rode the same mare Rhodante, but over a different course, which was rather a rough course (La Sauveniere). Several people at Spa during the interim told me that Guiffer would be sure to beat me at the difference of weight (twenty-four pounds), and I, not knowing the horse was a bad one, believed them. On the course, I spoke to Dumien, saying as I believed the other norse would beat me, could he get me some money by lying against Rhodante, but he refused to entertain it. I did not put myself in communication with any other bookmaker; however, a gentleman from Brussels, a chemist of the name of Mr. Stas, in business there, spoke to me and proposed to put me 75 louis on Guiffier, the only other runner, to which I unfortunately consented.

4—I also solemnly swear that Charles Einstein, esq.. The Board of General Appraisers issued the following circular yesterday to the Collectors of Ports:

Hereafter upon receiving notice of dissatisfaction with the rate and amount of duties charged upon imported merchandise in cases where all of the requirements of Section 14 of the Act of June 10, 1800, have been compiled with, we ask that you will please notify importers, their agents, attorneys, or other persons duly authorized to act for them, that they are invited to file with their objections a brief or written argument in support of the protest and appeal made by thefu. Such brief or argument will be deemed a part of the case submitted to the Boards of General Appraisers, and may be filed with the Collectors or in this office. ing circular yesterday to the Collectors of Ports : louis on Guillier, the only other unfortunately consented.

4—I also solemnly swear that Charles Einstein, esq., gave me no orders how to ride Rhodante, he not being competent to do so. I told him nothing whatever about what I was doing, in fact he told me he had 20 louis on his mare Rhodante and to do my best.

30SEPH BARKER.

in addition to the brief or written argument, the Boards of General Appraisers will, in their discretion and in cases where they entertain serious doubt, invite further briefs or oral arguments on points to be sug-

General Sharpe supplemented the circular by say General sharpe supplemented the circular by say-ing that this arrangement would apply to cases now under consideration, upon which a decision had not been reached, as well as to cases that would arise in the future. It was believed that this plan would in-sure importers, or protestors, a full hearing on all facts of the case.

THE LOTTERY TICKETS A WHITE ELEPHANT. Albert Jarmulowsky, of the banking firm of F Jarmulowsky & Co., Canal and Ludlow sts., called upon Acting District-Attorney Davis yesterday for advice. German lottery tickets, worth \$20,000, had been consigned to him, he said, and were still in bond. He wanted to know what to do with them, and just then Anthony Comstock stepped into the room with

then Anthony Comstock stepped into the room with a warrant for the banker's arrest.

Jarmulowsky's bail was fixed at \$1,000 by Judge Cowing, and was farnished by Gerson Hyman, of No. 223 East Tenth-st. The charge was bringing lottery tickets into this State. Mr. Jarmulowsky went to Washington the other day to see if he could not return the tickets at once.

ARMY AND NAVY INTELLIGENCE.

Washington, Nov. 18 .- Captain John L. Phillips, as sistant surgeon, has been relieved from further duty at Fort Crawford, Col., and ordered to report in person to the commanding officer at Camp Guthrie, Oklahoma Territory, for duty at that station. Second Lieutenant Lucken G. Berry, 4th Artillery, has been ordered to report in person to the Board of Ordnance Officers appointed to meet at New-York City for ex amination with a view to selection for transfer to the Ordnance Department. Leave of absence for six months on surgeon's certificate of disability with permission to go beyond sea is granted Captain Henry G. Burton, assistant surgeon.

Lieutenant U. R. Harris has been ordered to duty at the Naval Academy; Surgeon J. J. Ayres to the receiving ship Wabash. Boatswain Hollowell Dickinson has been detached from the Franklin and ordered before a retiring board.

A GIFT TO THE GRAND ARMY.

Joliet, Ill., Nov. 18 (Special).-Colonel H. N. Hightbotham, of Chicago, to-day gave a valuable lot in this city to the Grand Army of the Republic upon which to

The Standard Cocos of the World, A Substitute for Tea and Coffee. PURE. . . . SOLUBLE. . . . CHEAP.

Rich. Digestible. Stimulating.

Nourishing.

Having a peculiarly dellelous flavora food and drink combined-at a half

Van Houten's GOCOA

"BEST & GOES FARTHEST"

tried, always used") was invented and patented and is made in Holland. It is acknowledged by the most eminent doctors and analysts that by the special treatment VAN MOUTEN'S COCOA has undergone, the solubility of the flesh-forming constituents is increased fifty per cent, while the whole of the fibres are softened and rendered more palatable and digestible. "Largest sale in the world." Ask for VAN BOU. TEN'S and take no other.

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most fastidious. Made in Royal Past Black. White and French Gray.



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AND EXAMINE THE HANDSOME

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NINE MILLIONTH ONE PRODUCED BY US AND

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BEFORE CHRISTMAS.

A FULL LINE OF ART NEEDLEWORK NOW ON EXHIBITION.

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FOR WEDDING GIFTS.

ROCHESTER LAMP. We offer over 1,000 varieties for you to select from We have made over 1,000,000—must be a good lamp to have sold so well. Ask your dealer for "The Rochester" and look for the trade mark to be sure you get the genuine article. Manufactured by

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FORBIDDEN FRUIT

A CUSTOMS CASE DECIDED.

Certain importers protested against the Collector's assessing 10 per cent additional duty, imposed under the provisions of Section 2,970 of the Revised Statutes of the United States, upon certain merchandise imported and entered for warehousing more than one year prior to August, 1890, withdrawn for consumption subsequent to that date, by reason of which fact the appellants held that they were exempted from the requirements of Section 2,970, by virtue of the repealing force of Section 20 of the Act of June 10, 1890.

The Board of General Appraisers found that the merchandise having remained in bond for more than one year prior to August 1, 1800, the additional duty imposed in Section 2,370 had already accrued. The Board decided that the Collector's action in imposing this duty was in accordance with previous rulings of the Board, and therefore sustained it.